in advanced countries there was on an average one mile of road to every square mile. South Travancore was comparatively better provided in the matter of roads than North and Central Travancore, owing perhaps to the influence of high officers and Members of the Legislative Council and the Assembly owning lands there. It was gratifying that the neglected condition of North and Central Travancore was receiving an increased attention at the hands of the Government latterly. The expansion of communications should not be guided by personal influence or mere agitation, but based on a well-defined policy adopted with due regard to the area, population, wealth, etc., of each taluk.

Tiruvalla which was the pioneer in the matter of ryots' roads was badly treated. The ryots' roads already constructed and surrendered to the Government had not yet been taken over under departmental management with the possible result that the roads would be ruined and enthusiasm of the people damped.

The importance of the Kuttapuzha canal for the security and development of cultivation had already been urged before the Government. The improvement of the canal would make Tiruvalla self-contained in the matter of paddy. Double crop cultivation will be possible on an extent of 44,000 *paras* of wet lands. Works like this which would justify the expenditure and required execution on their intrinsic merits should be given priority in the list of public works.

The silting up of the lower reaches of the Pamba river led to the inundation of the bank and the periodical destruction of the paddy and sugar cane crops grown there. The opening of a canal from Viyapuram to the sea would remedy the evil which was growing. There were faint traces of an old canal as proposed. Places in the river which were known to be very deep had within living memory been levelled up by the accumulation of sand. The taking of measures to check this should not be deemed a mere local concern.

The temporary bridge on the Kallupara road should be made into a permanent one. It was only about 20 feet long and would not involve heavy expenditure.

DEWAN'S REPLY: Mr. Kocheeppan Mappillai, as you did not think it necessary to indicate beforehand the matters upon which you intended to speak, I am quite sure you could not have expected me to equip myself with material for specific replies. All that I can say is that all that you have said will be made a careful record of and considered when the matters come up before the Government.

63. Communications in the Ambalapuzha taluk.

MR. K. SANKARA PANIKKAR (*Member, Ambalapuzha taluk, Group I*) said that a good road connecting Tiruvalla and Ambalapuzha and passing through Edattuva and Takazhi was his first prayer. He then sketched the history of the proposed road from 1061 onwards and said that Dewan Mr. Rama Aiyangar first sanctioned it and that little had been done since then except the construction of two miles of road from Peringara to Channamkari which was now fit for cart traffic. If Tiruvalla and Ambalapuzha were connected by means of this road, it would be the easiest route from the interior and forest tracts to the sea coast. He divided the road into five sections and dealt first with the section from the Ambalapuzha Magistrate's Court to Karumadi Travellers' Bungalow. This section had a road, but was in a bad condition and what was wanted was only that it should be rendered fit for cart traffic. Secondly, the section from Karumadi to Arattukulappura. Recently, some work was done on this section. This also should be made fit for cart traffic. Thirdly, the section from Takazhi to Edattuva High School. It was this section which had not received the Government's attention. This was the Kuttanad region proper, and unless this section was attended to immediately, there would be no use of constructing or improving any other section of the road. This portion of the road should therefore be worked up at once. Fourthly, the section from Edattuva to Nirettupuram. This looked like a trace and required widening. It should also be rendered fit for cart traffic. Fifthly, the section from Nirettupuram to Podiyadi had recently been given the appearance of a pathway. It should also be made fit for cart traffic.

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The next point was the dredging of the Pampa river. Portions of the river rom the east of Talavadi as far as Kozhimukku had become so silted up that navi-ation was well nigh impossible. The places silted up and where dredging was rgently needed were :– (1) from the bend near Talavadi as far as Muttathukadavu ; 2) the southern side of Anampral temple *ghat* ; (3) the portion to the south of the Edattuva police station ; (4) the portion to the east of Kozhimukku Nelpuramatam.

Lastly, he said that the bend in the Pampa river near Talavadi, the portion of the river near Cheruserimatam *ghat* and the portion to the east of Kozhimukku Nelpuramatam were dangerous for navigation and that it was therefore of the utmost importance that beacon lights should be provided at those places.

DEWAN'S REPLY: Mr. Sankara Panikkar, in respect of the road that you so strongly plead for, I have to point out that it consists of 5 sections. Firstly, Ambalapuzha to Takazhi. This section is already in existence and last year Government spent so much as Rs. 14,000 in raising, widening and improving it generally.

2. The second section, Takazhi to Edattuva is a very difficult tract of country to go through. As it runs across rivers and waterways and is water-logged, the construction of a road there is a very difficult engineering problem and a matter of very great expense and therefore it has to be deferred. Whether it is possible to overcome engineering difficulties is a matter which the Chief Engineer is taking up for careful study.

3. The third section from Edattuva to Nirettupuram has already been taken up for maintenance. Really, it is a foot-path now used by pedestrians. The question of widening it will also be taken up.

4. The fourth section from Nirettupuram to Tiruvalla has been investigated along two suggested routes. Each of the lines will cost from Rs. 12,000 to Rs. 13,000. For the line from Nirettupuram to Podiyadi, an estimate is under preparation.

5. The last section from Podiyadi to Tiruvalla is part of the Tiruvalla-Mavelikara road.

6. The question of silt clearance has been noted for consideration as also the question of lighting the difficult and dangerous parts of the Pampa river.

64. Means of communication in the northern taluks with particular reference to Kottayam.

Mr. P. A. ABRAHAM (*Member, Kottayam taluk, Group I*) said that Kottayam taluk shared with the rest of North Travancore in the inadequacy of its roads. With a view to remove the unequal distribution of roads, a conference of the Assembly Members from the northern taluks was held during the time of Dewan Mr. Rajagopala Chari, a list of urgent and important works was drawn up and arranged in the order of urgency and it was ordered that no other works should be taken up until the programme had been completed. It was intended to soothe the agitation then at its height, and to prevent desultory road-making. Owing to new and increased demands, however, the scheme was modified and an element of self-help was enlisted to supplement the operations of the Public Works Department and the Ryots' Roads Rules were brought into force. The rules admittedly required revision. A few miles of ryots' roads have been taken over under departmental maintenance, while owing to the over-enthusiasm of the road-makers and the muddles created by the subordinate officers of the Public Works Department, some criminal cases and civil suits were instituted. The proposed railway should have a number of feeder roads and it was hoped that the revised rules would operate successfully. It was gratifying that 66 per cent. of the allotment for the Public Works Department was spent in North and Central Travancore and that the major part of this was spent on communications.

Having risen rapidly into prominence, the road system in Kottayam had grown up in a haphazard way. The Public Works Department had only recently begun to develop the roads in Kottayam. The roads were not planned in consultation with the people or so as to provide for the possible and likely development of the town which

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